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Merge BART and Caltrain!

Robert S. Allen 25 July 2008

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Two rail systems dominate San Francisco Bay Area transit: Caltrain and BART. (Muni, VTA light rail, ACE, Capitol Corridor, and Amtrak round out the list of rail passenger carriers.)

Merging the BART and Caltrain counties (San Francisco is in both) into one rapid transit district could benefit everyone and unify the region. This five-county district with close to six million people would have the political and financial clout to create a blended rail system serving the Bay Area much better than BART and Caltrain can separately.

The Goal:

**BART to Livermore, Antioch, Crockett, and around the Bay;
Bullet trains linking the three major cities and their airports;
JPA's for BART to the North Bay and Central Valley.**

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Peninsula Rail:

**Widen, electrify, and grade separate for at least four tracks BY:.....
Two standard gage (Bullet/HSR/freight);
San Jose-Millbrae: Two BART local tracks;
Millbrae-SFO-San Francisco: Two Muni local tracks.**

East Bay Rail:

**Double track, electrify, and grade separate UP's Mulford line;
Elmhurst bypass west of I-880 (Mulford to Fruitvale);
Run Bullet trains, Capitol Corridor, and HSR on Mulford line;
BART West Oakland by-pass via a new Magnolia intermodal;
Altamont BART to Mountain House, Tracy, Lathrop, Manteca.**

East Bay Freeways – widen medians for BART and HOV lanes:

**I-580, Dublin to Livermore (Greenville Road);
SR 4, Pittsburg to SR 160;
I-80, El Cerrito del Norte to Crockett.**

San Francisco:

BART Oak-Masonic tunnel to Golden Gate Bridge.

Ambitious? Yes, but no more than BART was half a century ago!

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